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**INFORMATION REPORT INFORMATION REPORT**

**CENTRAL INTELLIGENCE AGENCY**

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COUNTRY USSR (Dnepropetrovskaya oblast)

REPORT

SUBJECT Dnepropetrovsk City Plan

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REFERENCES

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

Attached is a report on Dnepropetrovsk N 48-28, E 35-027, which includes the legend to a city plan, a sketch of an odd-shaped railroad tank car, and two sketches of bridges.

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Comments:

1. According to available maps, the locations of the Lenin and DZMO plants are the reverse.
2. Located elsewhere, but in the general area.
3. The location of a cement plant.
4. This is the location of the Molotov plant.
5. Location of machine plant.
6. A steel plant is located here but   probably   the
7. Location of the Karl Libnekht plant.
8. Location of a meat packing plant.
9. Probably the Dnepropetrovsk (South) Airfield, located east of the railroad tunnel.

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**DNEPROPETROVSK CITY PLAN**[N 48-28, E 35-02]General

1. [redacted] the city of Dnepropetrovsk [redacted] was located on both sides of the Dnepr River in the Ukrainian SSR. The city area was relatively level and sloped upwards from the river banks to an elevation of about 1000 meters.
2. The population of Dnepropetrovsk was estimated to be about 1,250,000. The majority of the inhabitants were Ukrainian although there were many Russians, Jews, and a small number of Chinese and Korean students.
3. Dnepropetrovsk was an industrial city and the majority of the people worked in the various plants in the area. There were a few collective farms on the outskirts of the city but the farm labor force was distinct from the industrial labor force, and the former was in a minority. The year 1954 brought an end to slave labor in the area when the present Soviet regime proclaimed the general amnesty to all slave laborers/ [redacted] when a prisoner was released, he was given 24 hours in which to leave the city; he had to remain outside a 101-kilometer radius of the city.

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Housing

4. The majority of the buildings in Dnepropetrovsk were new brick apartment buildings, four to six stories high. Intermittently interspersed on the outskirts of the city were some privately owned one-story red brick homes, old and new. All the apartment buildings and homes were supplied with electricity, water, gas, and steam heat; the latter, by a central heating plant. Nevertheless, the housing conditions were crowded and left much to be desired. Apartments were still being shared, sometimes by as many as three or four families.

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5. [redacted]

Public Utilities

6. The electric current in the city was 220 volts, direct current, furnished by the Dneproges Hydroelectric Power Station. The water was obtained from the Dnepr River and purified at a water filtering plant located near the river on ulitsa Shmidtta. The water had an unpleasant, heavy chlorine taste and smell.
7. The city was equipped with an underground sewage system which emptied into the Dnepr River.

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8. [redacted] each plant had its own fire-fighting brigade and equipment.
9. [redacted] the city was serviced by streetcar lines, trolley buses, taxicabs, trains, and civil aircraft. All known routes and schedules are included in paragraph 19.

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Medical Facilities

10. [redacted] the medical facilities were adequate and good. All medical care was free of charge and ambulance service was available and used whenever necessary.
11. With the exception of a polio siege in 1954, there were no prevalent diseases or epidemics. In 1954, the polio attack was considered to be critical. [redacted] 30 children had been stricken. [redacted] the schools were not closed during this period. [redacted] no subsequent polio epidemics of this magnitude.

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Meteorological Conditions

12. The weather in Dnepropetrovsk was good. The winter in this region was from October to the beginning of April. The average temperature was about  $-5^{\circ}\text{C}$  but would drop as low as  $-25^{\circ}\text{C}$ . The average annual snowfall for the region was about 50 centimeters although there had been instances when almost as much had fallen during one snowstorm.
13. The balance of the year was mild to warm with the highest temperature around  $25 - 30^{\circ}\text{C}$ . There were no real rainy periods or heavy fog [redacted]

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Sociological Conditions

14. [redacted] religious services were conducted in the area and [redacted] about 15 percent of the population attended church. Most of these were older people and children, however, during the Easter season the number attending church increased considerably. The Russian Orthodox Church was the predominant church and open hostility toward the church or the clergy was forbidden. Provocateurs could be punished.
15. In the main, the population was content with the government and respected it. [redacted] bribery of the local militia could be accomplished in cases of minor offenses.

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Civil Defense

16. [ ] civil defense programs and activities were conducted in Dnepropetrovsk by the local PVO regional headquarters. These activities consisted of lectures and periodic drills conducted at the various plants in the area. However, there were no general drills for the entire city. Basically, the lectures included passive air defense measures to be taken against conventional air attacks or atomic bombs and weapons. The duration of the monthly lecture was about 45 minutes. 25X1
17. [ ] each plant had a number of buildings whose basements were either designated as, or converted into, air raid shelters. [ ] the basements in the apartment buildings were designated as air raid shelters. Most of these shelters were equipped with auxiliary electric power, one week's supply of food and water, oxygen bottles, first aid equipment, and benches. There were no actual sleeping facilities. [ ] 25X1  
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Economic Conditions

18. In the main, economic conditions in Dnepropetrovsk were good. Clothes and food were available in sufficient quantities although there were items that were unavailable or difficult to obtain, particularly in the off season. A black market did exist but the government tried to suppress it. The following is a list of government prices of some of the articles of clothing and items of food which source could readily recall:

<u>Item</u>	<u>Unit</u>	<u>Approx. Cost in Rubles</u>
Man's overcoat, with cotton lining and fur collar	1	450 to 600
Man's wool overcoat	1	1500
Man's suit	1	700 to 1500
Man's socks	pair	35
Woman's hose, silk (nylon was not available)	pair	18 to 27
Woman's dresses, silk	1	200 to 500
Man's and Women's shoes	pair	250 to 300
Man's leather boots	pair	600 to 800
Canvas shoes, rubber soles	pair	60 to 70
Beef	1 kg.	24
Butter	1 kg.	26
Milk	1 liter	1.80
Bread, black	1 kg.	1.40
Bread, white	1 kg.	1.80
Bread, gray	1 kg.	1.20
Potatoes	1 kg.	0.50
Carrots	1 kg.	1.00
Fish	1 kg.	15
Caviar	1 kg.	15
Rice	1 kg.	6.50
Sugar	1 kg.	7

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<u>Item</u>	<u>Unit</u>	<u>Approx. Cost in Rubles</u>
Oranges and tangerines	1 kg.	7
Apples	1 kg.	8 to 10
Grapes	1 kg.	0.50

City Plan

19. [redacted] overlay of the Dnepropetrovsk City Plan,  
[redacted]

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Point 1. Islands. These were four closely situated islands called Ostrova Dubovoy Boshchy used basically for bathing and recreational purposes during the summer months. The larger of the four islands contained two small wooden houses which were used by civilian guards who took care of the islands and the surrounding buoys.

Point 2. Small river port. This port harbored small river craft of the Dnepr River Fleet and also served as a place of rental of rowboats, sailboats and motorboats. Rental prices were two, three, and five rubles per hour, respectively.

Point 3. Kaydaki Park. This park was supervised and maintained by the adjacent Petrovskiy Metallurgical Plant.

Point 4. Parachute training tower. This was a steel tower approximately 60 meters high, under the jurisdiction of the local DOSAAF organization and used primarily by them for training the DOSAAF parachutists. During Sundays and holidays, the tower was used as an amusement feature and anyone could jump from the tower for a one-ruble fee.

Point 5. Metallurgical plant, Lenin. 1. [redacted] it produced steel pipe and tubing of various types and dimensions. [redacted] it employed a total of 25,000 workers in three shifts. These shifts were from 0700 to 1530 hours, 1530 to 2400 hours, and 2400 to 0700 hours. The plant was surrounded by a brick wall about three meters high, topped by a few strands of barbed wire and the plant area was guarded by MVD security forces.

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Point 6. DNEO metallurgical chemical plant. 1. [redacted] it was a large plant under the [former] Ministry of [Ferrous] Metallurgy. The plant operated on three shifts, five-and-a-half days a week, and employed an estimated total of 20,000 people. The plant area was surrounded by a brick wall and was guarded in the same manner as the Lenin Metallurgical Plant.

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[redacted] the plant had a number of blast furnaces. On occasion, [redacted] freight trains with an unknown number of odd-shaped railroad tank cars in addition.

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to regular-type railroad tank cars leaving the plant and traveling toward the railroad-vehicular bridge. (Refer to page 16 [redacted] sketch of the odd-shaped railroad tank car.). These odd-shaped railroad tank cars were of the type repaired at the locomotive repair plant [redacted]

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[redacted] the overall length of these cars was about 20 meters. The tanks were about three meters high and four meters in diameter with a maximum capacity of about 70 tons (sic). [redacted]

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[redacted] from a distance, these cars appeared to be covered with a layer of white foam. [redacted]

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**Point 7. Petrovskiy Metallurgical Plant.<sup>2</sup>** [redacted]

[redacted] a metallurgical-chemical plant [redacted] a defense plant subordinate to the [former] Ministry of [Ferrous] Metallurgy. It was also referred to by the populace as one of the larger plants of this type in the USSR. [redacted] they

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produced various steel products, cast iron, coke and various unknown chemicals. [redacted] the plant contained a number of high steel smokestacks and blast furnaces. The plant was surrounded by a brick wall about three meters high topped with a few strands of barbed wire, and was guarded by MVD troops aided by dogs at night. Approximately 75,000 [sic] workers were employed at the plant in three shifts.

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**Point 8.** The Dnepropetrovsk freight wharf and river station were located at this point.<sup>3</sup> Personnel at this freight wharf unloaded and loaded river ships, ranging in size from small river boats to large river barges, which stopped at this point on their way to Kherson and the Black Sea. It was also being used as a river boat station for river commuters' traffic.

**Point 9.** Refrigeration storage area.<sup>4</sup> This was a large refrigeration storage area which served the Dnepropetrovsk wharf (see point 8).

**Point 10.** Ulitsa Karla Marksa. This was a two-lane asphalt street for two-way traffic. This street was approximately eight meters wide and was divided by a lane of trees. The traffic on this street ranged from passenger cars to trucks.

**Point 11.** Park of Culture and Rest. During the German occupation pupils were buried there and the park was nicknamed the Park of the Living and Dead.

**Point 12.** Bridge. This was a vehicular bridge, approximately 50 meters long and 15 meters wide, which crossed a railroad line. The tied bow string arch steel bridge was commonly referred to by the local inhabitants as the "Gorbatsky Most".

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- Point 13. Minor locomotive repair shop. This repair shop consisted of three long brick buildings with glass skylight roofs and was used as a locomotive barn and minor repair shop.
- Point 14. Pedestrian bridge. This was a long wooden pedestrian bridge approximately 40 meters long and four meters wide. The bridge was supported by quadrangular concrete trusses and spanned a set of railroad tracks leading into the city. A small wooden shack located in the center of the bridge was used as a railroad dispatcher's office.
- Point 15. Railroad station. This was the Dnepropetrovsk railroad station located on Privokzalnaya ulitsa. The station handled all passenger and freight traffic coming from the direction of the Donbass and traveling toward Moscow. This new railroad station was constructed in 1952, and was one of the main railroad stations in Dnepropetrovsk. It was also considered a very important point in the Soviet railroad network system. The station itself consisted of a large brick building containing modern establishments such as a movie, and a waiting lounge for first- and second-class passengers. Passenger trains traveling in the direction of Barnaul, Simferopol, Kharkov, Kiev, and Moscow, departed daily. The freight station was separated from the passenger station by a brick wall topped with barbed wire. At times the freight station was used during military troop movements [redacted] in the freight station, large 70-ton freight cars covered with canvas. These freight cars were approximately 20 meters long and had four axles. At times these pullman-type cars were used for mass movement of troops. [redacted] these cars were of special construction and known to be built in Poland. [redacted] It was only known by the name of Tselno - Metallicheskiy Vagon. The interior of this car was that of a regular passenger car with the exception that all partitions and parts of the compartment were constructed on hinges and bolts so they could be removed very easily, thereby converting the passenger car into a large freight car for transporting material or troops if necessary. When used for passenger traffic the coach seats could be converted into beds very easily. The exterior was that of a regular pullman car; the color, was a dark green. During 1954 to 1956 [redacted] many of these cars in passenger trains.
- Point 16. The Dnepropetrovsk Locomotive Repair Plant. [redacted]

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**Point 17. Oxygen station.** This oxygen station belonged to the Dnepropetrovsk locomotive repair plant. It contained three oxygen compressors. [redacted] two were of Soviet make. This oxygen station manufactured regular oxygen, which was used by the Dnepropetrovsk Locomotive Repair Plant. (point 16) The oxygen manufactured by this station was pumped into oxygen bottles. Each bottle was filled to a pressure of 150 atmospheres. Daily, approximately five to six trucks left this plant transporting 90 oxygen bottles. Some of these oxygen bottles were transported to various places [redacted] this oxygen station also produced liquid oxygen. [redacted]

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[redacted] This station employed approximately 20 workers in each shift. The plant operated in three shifts, also during Sundays and holidays. The plant building was very clean, and it was forbidden to spill grease or kerosene on the station floor. Smoking was prohibited. There was a special area where employees were allowed to smoke during their break. During the winter months the oxygen station was heated by underground pipes from the Dnepropetrovsk Locomotive Repair Plant. (point 16)

**Point 18. Railroad-vehicular bridge.** This was a vertical lift, double deck, steel, combination railroad-vehicular bridge approximately one and one-fifth kilometers long, 15 meters wide and 40 meters above the water level, and supported by 15 granite pillars. The upper level of the bridge consisted of two lanes for vehicular traffic with sidewalks for pedestrians on the sides. The lower level contained a double track railroad line. Both levels of the bridge were guarded by MVD security forces and the center of the bridge contained a guardhouse for the guards. [redacted] this bridge was originally constructed in 1952 but at a different location, about 30 meters upstream. [redacted] in October 1954, for some unknown reason, the bridge was moved to its present location as shown on the overlay (Attach.). [redacted] this was a tremendous operation for which about 300 workers were employed. The Soviet Government had allowed three days for the move, -- not including construction of new supports, -- but the move was accomplished in 16 hours utilizing six large ship cranes. [redacted]

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[redacted] for the successful completion of such an outstanding task, each worker received a bonus of 75,000 rubles. All of these facts [redacted] appeared in the local newspaper. Refer to page 17 [redacted] sketch of the vertical lift railroad-vehicular bridge, legend as follows:

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**Point 1. Steel support resting on granite pillars**

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Point 2. Double track railroad line

Point 3. Vehicular lanes

Point 4. Guard booths and stations

Point 5. Traffic lights

Point 6. Vertical lift control shack

Point 7. Part of lifting mechanism

Point 19. River wharf for vessels and freight barges. At this point, river transport and freight vessels were unloaded and the freight was reloaded onto freight trains. A freight station was located at this place for the purpose of receiving the goods from the river transport fleet and reloading them on freight trains. This operation was carried out in both ways, from boat to freight train and from freight train to freight boats.

Point 20. Karla Lipnitsa Zavod.<sup>6</sup> This was a huge metallurgical plant. [redacted] this plant produced wheels for railroad locomotives and railroad cars, and other steel products. [redacted] 25,000 workers were employed in this plant.

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Point 21. Park. This was the Mishko-Dneprovskiy Park, a recreation park which covered a large area.

Point 22. Railroad station, Mishmedneprovskaya Zheleznodorozhnaya Stantsiya. This was an old railroad station which was used mainly by freight trains and worker-commuter traffic. On a few occasions passenger trains stopped there, but this only happened when the main Dnepropetrovsk railroad station did not have any space for the out-of-town passenger trains.

Point 23. Railroad car repair plant. This plant repaired all types of railroad freight cars and railroad passenger cars. [redacted] 5,000 workers were employed there in three shifts. This plant was under the Ministry of Communications.

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Point 24. Highway. This was the Dnepropetrovsk-Kharkov highway. It was approximately eight meters wide and in good condition. Approximately eight kilometers beyond the city limits this highway had been covered with a new coat of asphalt.

Point 25. Railroad assembly yard. At this point repaired railroad cars were formed into freight trains and departed to various railroad stations.

Point 26. Railroad locomotive depot. The Russians referred to this as the Mishkoye Dneprovskoye Parovoznoye depot. This was the largest

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depot in Dnepropetrovsk. All locomotives in the Dnepropetrovsk area came to this depot to be refilled with fuel and cleaned, as well as for minor repairs.

Point 27. Railroad switch plant. <sup>8</sup>

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Point 28. Islands by the name of Nagchiye Ostrova. These islands were desolate. The only growth on these islands was brush. During the summer months the island could be used for fishing purposes.

Point 29. Island by the name of Kulevyy Ostrov. This island was a restricted area.

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It was forbidden to approach this island or land on it. The island was patrolled by a military river gunboat which was armed with one small cannon and machine guns. From a distance it was observed that this island was being patrolled by armed guards. Most of the island was covered with a rocky surface, but at a few places it was sandy and covered with bushes.

Point 30. Radar installation.

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there was a half-moon shaped radar antenna located at this point.

Point 31. Railroad freight station, Lotsmanska. This railroad station was used on rare occasions by some of the freight trains which entered Dnepropetrovsk. Two railroad lines passed through this station.

Point 32. Embankment--Dam. This embankment or dam was constructed of large cobblestones. It was five meters wide approximately. On both sides of the embankment, steel piles were driven into the ground spaced approximately 30 meters apart. This was done because during the spring months when the river rose and covered the embankment, the piles still stuck out of the water and trucks with waterproof engines following the piles could traverse the embankment.

Point 33. Aquatic club. This was an aquatic recreational club for teenagers.

Point 34. Guardhouse. This was a one-story brick building, approximately 5 x 5 meters in area. This building served as a guardhouse for approximately 10 MVD soldiers who guarded this part of the island. they were part of the guard which served for the protection of the railroad bridge, (see point 30).

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Point 35. Island. This was Komsomolskiy Ostrov which was barren except for two guardhouses (points 34 and 40), and some water sports clubs.

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- Point 36.** Water sports club, Lokomotive. This water sport activity club was mostly for workers who were employed by the railroads or railroad industries.
- Point 37.** Water sport station, Spartak.
- Point 38.** Military railroad bridge. This was a reinforced, single-track railroad concrete bridge. It was constructed on ten concrete pillars. It was 1,500 meters long and 35 meters above the water level. The concrete pillars were hollow inside. [redacted] NKVD guards who guarded this bridge were stationed inside the pillars. This bridge was known to be a military bridge and only military units were allowed to use it. [redacted] materials produced in the Magnitogorsk Arsenal were shipped by rail over this bridge. One was not permitted to pass under the bridge after darkness. One had to go around the [redacted] Ostrov after darkness. One night, on a return trip from the sport club [redacted] [redacted] Refer to page 18 [redacted] sketch of the military railroad bridge.

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**Point 1.** Steel supports resting on reinforced concrete pillars

**Point 2.** Hollow reinforced concrete pillars believed to have contained space for guards.

- Point 39.** Water sports station, Metallurg.
- Point 40.** Guardhouse. Same as point 34 above.
- Point 41.** Vehicular bridge. This was a new cantilever steel bridge completed in June 1955. It was approximately 200 meters long and ten meters wide, and was supported by three pillars.
- Point 42.** Militia station. [redacted] this was militia station No. 2 located near the Dinamo Stadium. This militia station consisted of approximately 60 militia men. 25X1
- Point 43.** Dinamo Stadium. This was a football stadium with a seating capacity of about 20,000 people.
- Point 44.** Volodarski clothing factory. This was a large textile plant which employed approximately 3,500 workers in three shifts. [redacted] this plant was engaged in the manufacture of military uniforms. A small portion of the plant also produced civilian garments. The plant was surrounded by a fence and was also guarded. 25X1

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- Point 55.** Dnepropetrovsk Artillery School. This school was located on ulitsa Shmidt. It consisted of eight, four-story buildings which were newly constructed. [redacted] this was an Artillery Officer Candidate School. No further information was available.
- Point 56.** Hotel Dnpr. This was a large four-story brick building in very good condition. [redacted] it had a restaurant on the first floor.
- Point 57.** Post office. This huge, two-story building was the main post office for the city of Dnepropetrovsk.
- Point 58.** Naberezhnaya ulitsa. This was an eight-meter wide cobblestone street leading uphill toward Dnepropetrovsk. This street had only moderate vehicular traffic.
- Point 59.** Wooden bridge. This wooden bridge was approximately 1,000 meters long and five meters high above water level. This bridge was constructed by Soviet army engineers in 1943 during the war. Originally it was calculated to last only ten years, but since it was still standing it was used for moderate vehicular traffic. [redacted] it remained as a symbol of Soviet army engineering capabilities.
- Point 60.** Astankino Zavod. This was a fairly large plant which [redacted] was under the jurisdiction of the Ministry of Construction. This plant was engaged in the manufacture of various machinery, mainly for export purposes. This plant manufactured lathes of the DIP-300 type and the DIP-500 type in addition to grinding machines imeni Komsomolets, and various other machinery. This plant employed approximately 5,000 workers in three shifts. It was surrounded by a brick wall and guarded.
- Point 61.** Krasny Profintern Zavod. [redacted] this plant was under the former Ministry of Metallurgy. This plant manufactured nails, wire, drive shafts, and various other parts of this nature. [redacted] this was only an auxiliary plant. [redacted] approximately 8,000 workers were employed here in three shifts. The plant was surrounded by a barbed wire fence and guarded by plant guards.
- Point 62.** Park Gkalova. This park had a little lake, movie theater, and other recreational facilities.
- Point 63.** Militia Station No. 11. This station was located on ulitsa Shavrinova. Approximately one hundred militiamen who patrolled Krasnogvardeyskiy rayon were assigned to this station.
- Point 64.** Market place. This market was called Kolkhoznyy Rynek, since collective farmers from the surrounding areas came to

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Dnepropetrovsk to trade produce at this center.

- Point 65.** Parachute training tower. This tower was located in Chkalova Park and was identical to the tower previously described in point 4.
- Point 66.** Military storage area. This storage area belonged to the military garrison of Dnepropetrovsk. The entire area was surrounded by a brick wall which was approximately two meters high and topped with barbed wire. [redacted] this area contained about ten buildings approximately 40 x 30 x 5 meters. [redacted] in the courtyards of this installation various types of vehicles stored on wooden blocks. They were mostly military jeeps and Studebaker-type trucks. [redacted] tanks and artillery pieces of various sizes. [redacted] this entire installation was operated and guarded by mechanized troops, since their uniforms had black shoulder boards and red piping, some of which had crossed cannons while others bore tank corps insignia. [redacted] approximately 500 soldiers were assigned to this installation.
- Point 67.** Jail. This jail consisted of six brick buildings which were four-stories high. The entire jail was surrounded by a brick wall which was approximately five meters high and topped by barbed wire. Eight guard towers manned by MVD troops were located at various points on the jail wall.
- Point 68.** Prison plant. This plant was under the Ministry<sup>(54)</sup> of Labor Camps. This plant employed and was operated only by the inmates of the nearby jail. This plant manufactured various objects which were made from metal pipe, such as beds, and tripods for unknown purposes. [redacted] these materials being piled up in the plant yard. The entire plant was surrounded by a five-meter brick wall topped by barbed wire, and guarded by MVD troops.
- Point 69.** Housing area. This housing area consisted of three to four-story brick buildings, size unknown. This housing area was occupied by workers who were employed at the Avto Zavod.
- Point 70.** Militia Station No. 5. Approximately 50 militia men served in this station area.
- Point 71.** Territory of the DAE Automobile Plant.
- Point 72.** DAE Annex.
- Point 73.** Civil airport.<sup>91</sup>
- Point 74.** Military airfield.

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**Point 75.** **Streetcar stops.** of lines No. 8 and No. 12. These streetcars traveled toward the Avto Zavod.

**Point 76.** Same as point 70.

**Point 77.** Possible jet engine test area, B&B.

**Point 78.** Outdoor movie theater.

**Point 79.** Radio station. This was a fairly large radio station with approximately five towers, the highest of which was about 50 meters. The towers were illuminated with red signal flares at night. The station itself was a three-story brick building. The hours of transmission were from 0600 to 2400 hours daily.

**Point 80.** Hippodrome.

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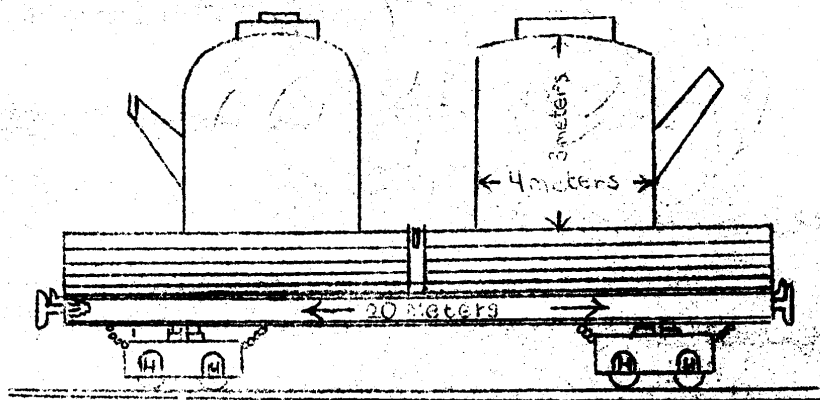
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SKETCH OF THE  
ODU-SHAPED RAILROAD TANK CAR

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(Point 6, page 5)



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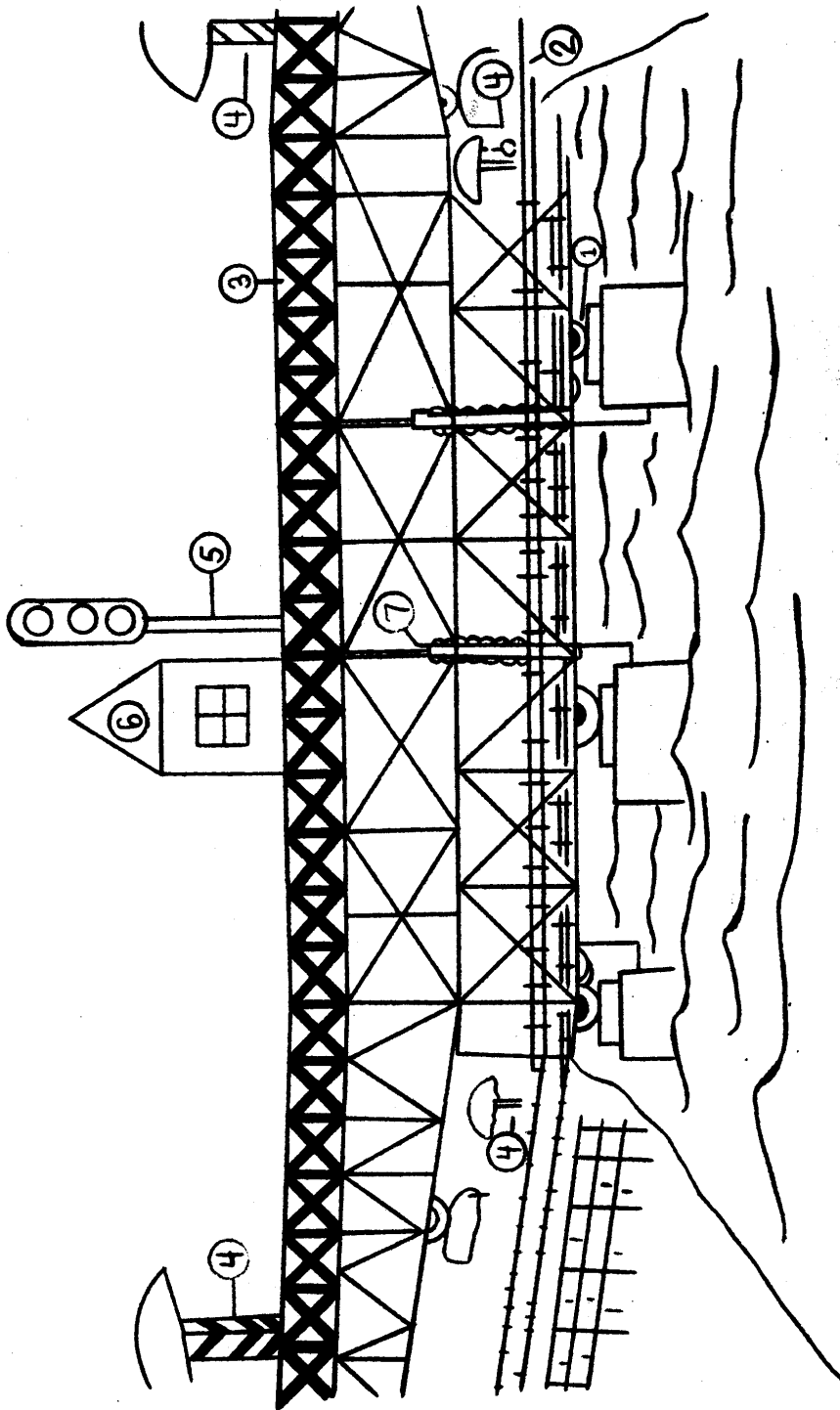
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**SKETCH OF THE**  
**COMBINATION RAILROAD-VEHICULAR VERTICAL LIFT BRIDGE.**

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(Point 18, page 8)



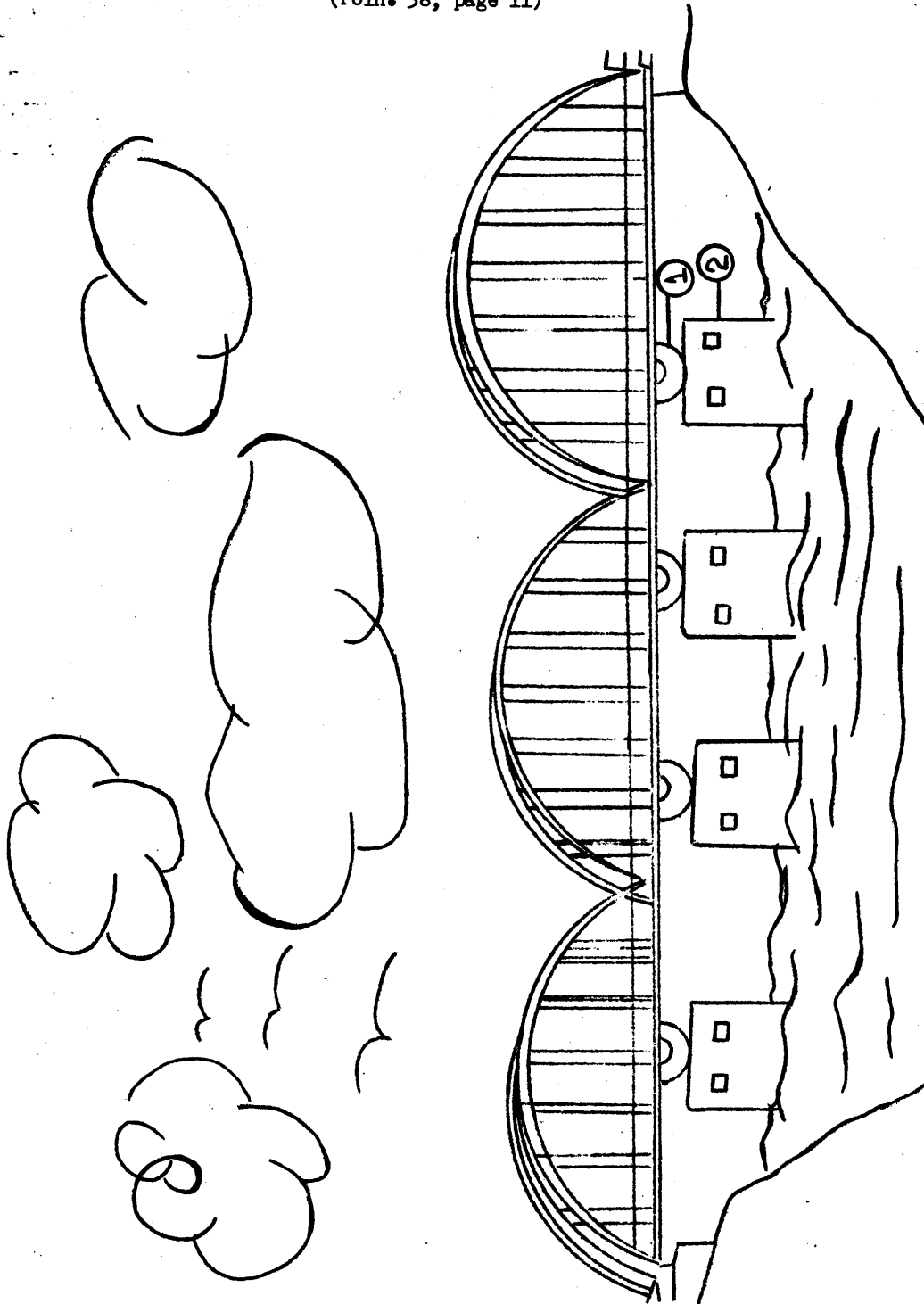
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SKETCH OF THE MILITARY RAILROAD BRIDGE.

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(Point 38, page 11)



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Attachment



INCLOSURE No. 1

Overlay of DNEPROPETROVSK,

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